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THE OPEN PORTS OF CHINA

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The residence of foreigners in China, excepting that of missionaries, who may live where they please, is restricted to certain cities and towns known as "open ports." Formerly none but seaports were open to such residence; but at present a large number of inland cities are included which only by courtesy can be called "ports," much as one of our own interior cities, Columbus, Ohio, for instance, is for customs purposes a port of entry into the United States.

History of the Opening of Chinese Cities to Foreign Trade and Residence

China's earliest commerce appears to have been an overland trade with the countries of central and western Asia.¹ It does not appear to have been hampered by any restrictions as to the coming and going of foreign travelers or merchants. They seem to have been allowed to reside where they pleased, but their numbers were very few.

EARLY METHOD OF CONTROL OF ALIENS

This overland trade was supplemented before the third century of the Christian era by a considerable amount of sea-borne commerce which was conducted through the ports of what is now known as Indo-China; but by 300 A. D. Canton had become the port chiefly interested in this trade and already had a colony of Indians, Persians, and Arabs.² For some centuries thereafter foreign vessels appear to have been restricted by custom if not by law to the use of this one port, and the foreigners who came there to live were segregated by the local authorities and placed under the supervision of a headman chosen from among their own number. This practice has led some writers to think that China recognized the right of foreigners to extraterritoriality, but this is a mistake; China never consented to the exercise of extraterritorial jurisdiction by foreign states until forced to do so by defeat in war, when the treaty of 1842 with Great Britain was signed.

The headman appointed to preserve order among the foreign residents

¹ E. H. Parker: *China: Her History, Diplomacy, and Commerce from the Earliest Times to the Present Day*, New York, 1901, pp. 46-50.

² Chau Ju-kua: *His Work on the Chinese and Arab Trade in the Twelfth and Thirteenth Centuries*, entitled *Chu-fan-chi*. Transl. from the Chinese and annotated by F. Hirth and W. W. Rockhill, St. Petersburg, 1911, p. 4 *et seqq.*

of Canton was not a representative of any foreign government nor chosen by any foreign official; he represented the Chinese officials and assisted them in enforcing upon the foreign residents the observance of Chinese laws and ordinances. It is interesting to note, however, that he was permitted in the case of minor offences to substitute, according to a fixed scale of equivalents, so many strokes of the rattan for those of the bamboo prescribed by the Chinese code, because the foreigner was accustomed to the use of the rattan.³

This custom of controlling aliens through their own representatives was employed by the Spaniards for the government of the Chinese in the Philippines⁴ and by the Dutch for the administration of the law among the Chinese in Java.⁵ It appears also to have been the method employed by the ancient Romans for the control of certain foreign colonies in the empire, such as those of the Jews in Alexandria and elsewhere.⁶

ARAB MONOPOLY OF CHINESE TRADE IN THE MIDDLE AGES

By the eighth century of the Christian era the foreign trade of Canton seems to have been almost entirely monopolized by the Arabs, and for eight hundred years they retained this control. They were good Mohammedans and assembled themselves on Fridays for worship in the mosque which they had established in the foreign quarter of Canton.⁷ A tomb, alleged to be that of a maternal uncle of the Prophet, is still shown to visitors there.⁸ This long and unbroken intercourse between Arabia and China left its effect upon both peoples. The familiar story of Aladdin and his wonderful lamp in the "Arabian Nights" was that of a Chinese boy.

As early as the ninth century of our era this trade of the Arabs spread to Chüanchow, near the modern port of Amoy, and at about the same time to Mingchow (now Ningpo) and Hangchow.⁹ On the Chinese side this foreign commerce was a government monopoly and had become so valuable by the tenth century that an official mission was sent abroad to investigate and report methods for its encouragement.¹⁰ In the twelfth century there appears to have been a reaction, for we find the trade restricted to Canton and Chüanchow.¹¹ By the thirteenth century the Mongols were in possession of China and had established peace through the greater part of Asia. They encouraged foreign intercourse and trade and appointed commission-

³ Chau Ju-Kua, pp. 16-17.

⁴ F. H. Sawyer: *The Inhabitants of the Philippines*, New York, 1900, p. 291.

⁵ T. S. Raffles: *The History of Java*, 2 vols., London, 1817; reference in Vol. 1, p. 75.

⁶ Emil Schürer: *History of the Jewish People in the Time of Jesus Christ*, Engl. transl., 5 vols., Edinburgh, 1896-90; reference in Division II, Vol. 2, pp. 244 and 263.

⁷ Chau Ju-kua, pp. 15 and 16.

⁸ S. W. Williams: *The Middle Kingdom*, revised edit., 2 vols., New York, 1883; reference in Vol. 2, p. 269.

⁹ Chau Ju-kua, pp. 17 and 20.

¹⁰ *Ibid.*, p. 19.

¹¹ *Ibid.*, p. 22.

ers of maritime shipping at Shanghai, Hangchow, Ningpo, Wenchow, Chüanchow, and Canton.¹²

As early as the fifth century of our era the bay of Kiaochow, whose possession is now the subject of dispute between China and Japan, was mentioned by the monk Fa-hien as the place near which he landed on his return from India,¹³ but his vessel had been driven out of its course by a typhoon and quite unintentionally reached the coast of Shantung. There is some reason to believe that this bay may have been used by foreign vessels in very early times; but the evidence is not conclusive, and, generally speaking, the inhabitants of the coast provinces north of the Yangtze River took but little interest in foreign trade until after the second war with Great Britain (1860).

PORTUGUESE TRADE AND THE OPENING OF MACAO

When the Portuguese rounded the Cape of Good Hope in 1498 and made their way to India the Arab-Venetian trade over the Isthmus of Suez began to decline. In vain the Arabs endeavored to keep the Portuguese out of Canton; the monopoly of China's foreign trade was lost by them and passed for a time to Portugal. Following the example of the Arabs, the Portuguese extended their trade to Ningpo, Chüanchow, and Foochow, but the conduct of the foreign merchants was so scandalous that in 1545 the Emperor of China ordered them to be attacked wherever found. A massacre occurred in Ningpo which resulted in the death of 12,000 people, of whom 800 were Portuguese, and in the burning of 35 ships and two junks. A similar massacre took place in Chüanchow in 1549.¹⁴ This forced the Portuguese to seek refuge on the island of Lampaco, where they had had a settlement for some years. All other ports were closed against them until 1557, when they persuaded the Chinese authorities to permit them to erect sheds for storing cargo at Macao, where in previous years foreigners had at times been allowed temporary shelter. Gradually thereafter Macao became the place of residence for all foreign merchants in China. In 1757 an Imperial Edict restricted all foreign trade to Canton,¹⁵ but after the season closed the merchants were compelled to leave Canton and return to Macao, where, as their numbers grew, they were in after years required to leave their families the year round. The Portuguese leased Macao and in recognition of Chinese sovereignty paid an annual rent until 1849. After that date they refused to pay any rent and claimed the sovereignty of the

¹² Sir Henry Yule, transl. and edit.: *The Book of Ser Marco Polo the Venetian Concerning the Kingdoms and Marvels of the East*, 3rd edit., revised by H. Cordier, 2 vols., London, 1903; reference in Vol. 2, p. 238.

¹³ See "A Record of Buddhist Kingdoms: Being an Account by the Chinese Monk Fa-hien of His Travels in India and Ceylon (A. D. 399-414) in Search of the Buddhist Books of Discipline," transl. by J. Legge, Oxford, 1886, p. 114.

¹⁴ H. B. Morse: *The International Relations of the Chinese Empire*, 3 vols., London, 1910-18; reference in Vol. 1, p. 42.

¹⁵ *Ibid.*, Vol. 1, p. 67.

place—a claim which the Chinese would not admit until 1887.¹⁶ Macao lies at the end of a very small peninsula at the west side of the entrance to the Canton estuary. It is still a Portuguese possession, but for several decades has had a very unsavory reputation and has altogether ceased to have any commercial importance.

THE BRITISH EAST INDIA COMPANY AT CANTON

During the eighteenth century the foreign trade of China was very largely in the hands of the British East India Company, which had a monopoly of the British share in it. Various attempts were made by the company to extend its trade to other ports than Canton, but without success. The Co-Hong at Canton, which monopolized the trade from the Chinese side, opposed such attempts with all its influence, and that was too great to be overcome. The British East India Company was dissolved in 1834, but the Chinese Co-Hong continued to enjoy its special privileges, for which the Chinese Government exacted a good share of the profits. To meet these demands the Co-Hong had to squeeze the foreign merchants. Through the Co-Hong, too, the Chinese officials imposed upon the foreigner many irksome regulations. Complaints of excessive charges and annoying restrictions were among the chief causes of the first war (1840-1842) between Great Britain and China. That war resulted in the Treaty of Nanking, by which the Co-Hong was abolished, all monopolies were forbidden, and five ports instead of one opened to the residence and trade of foreigners.

THE CESSION OF HONGKONG TO GREAT BRITAIN

These five ports were Canton, Amoy, Foochow, Ningpo, and Shanghai, the same ports which for more than seven hundred years had at various times participated in the trade—the port of Amoy being for all practical purposes identical with Chüanchow, a few miles distant. By the same treaty the island of Hongkong, lying just outside the mouth of the Canton estuary, was ceded to Great Britain.

The establishment of a free port at Victoria on the island of Hongkong under the protection of Great Britain, where merchants were no longer annoyed by the heavy exactions and petty restrictions of the Canton officials, soon deprived the latter city of its prestige. The great business houses made their headquarters at Hongkong, and in the safe and spacious harbor of Victoria the vessels of all nations gathered to load and unload their cargoes.

Hongkong is a British crown colony, and, strictly speaking, its chief city, Victoria, cannot be classed with the open ports of China. But the trade which centers there is substantially a trade between China and foreign

¹⁶ Morse, *International Relations*, etc., Vol. I, p. 43.

countries. The port is a place of shipment abroad of Chinese wares and a landing place for imports into China. The local consumption of Chinese and foreign goods is a negligible quantity compared with the volume which passes through the port. There are no statistics of this trade, but it is estimated to be about one-half that of Shanghai. There is, however, a record of the shipping, the tonnage of which in 1906 amounted to 8,812,827 tons for vessels to and from foreign ports and 13,640,250 tons for coastwise shipping, a total of 22,453,077 tons, making it one of the largest ports in the world in amount of shipping.¹⁷

The colony was enlarged in 1860 after the second war with Great Britain by the cession of Kowloon on the mainland opposite Victoria. This made the whole area of the colony 29 square miles. A further addition was made in 1898 by the lease for 99 years of the hinterland of Kowloon and the waters of several bays and by the inclusion of a number of islands along the coast, making the whole area 1,031 square miles instead of 29. About one-half of the addition is water. The land area was increased nearly fifteen-fold.

In 1907 a contract was signed for the construction of a railway from Kowloon to Canton. This work is now completed.

CHINESE OVERLAND TRADE WITH RUSSIA

The foreign trade of China, however, is not confined to that which is carried on by sea; from ancient times there has been an important exchange of commodities over the land frontiers. The overland traffic which once added to the luxury of Antioch and the wealth of Constantinople ceased long ago, but Moscow fell heir to it, as is witnessed by the existence there of the Kitai Gorod, the quarter of the city where that trade was conducted. The first treaty¹⁸ which China ever signed with a European state, that of 1689 with Russia, provided that the subjects of either power might cross the frontier for purposes of trade. That of 1727 permitted a Russian caravan of not more than two hundred merchants to visit Peking once every three years and, during the interval between the triennial visits to Peking, allowed an exchange of commodities only (no silver to be used) at two places on the frontier.¹⁹ One of these, Mai-mai-cheng, is still a mart of some importance. It is just across the boundary from the Russian city of Kiakhta.

Trade at Kuldja, at Ili, and at Tarbagatai, in the extreme western part of Mongolia, began as early as 1847 without a treaty but was regularized

¹⁷ Morse, *International Relations*, etc., Vol. 2, p. 396.

¹⁸ For the text of all the treaties mentioned in this article see: *Treaties, etc., between Great Britain and China, and between China and Foreign Powers, and Orders in Council, etc., affecting British Interests in China*, 3rd edit., revised by G. G. P. Hertslet and E. Parkes, 2 vols., London, 1908.—EDIT. NOTE.

¹⁹ Morse, *International Relations*, etc., Vol. 1, p. 473.

by the treaty of 1851. Article V of the treaty of 1860 with Russia permitted trade at Urga, the capital of Outer Mongolia, and at Kalgan, 135 miles north of Peking, at one of the passes through the Great Wall. The same treaty permitted caravans to visit Peking as often as they liked, provided not more than two hundred merchants were in any one caravan. This treaty also opened Kashgar, in the western part of Chinese Turkestan. The treaty of 1869 permitted merchants to proceed for purposes of trade to all parts of Mongolia where Chinese officers were residing; and that of 1881 agreed to the appointment of Russian consuls to Kobdo and Uliassutai in western Mongolia, to Hami in eastern Turkestan south of the Tien Shan, to Urumchi and Kucheng in Zungaria, as well as to Turfan in the region of that name, and Suchow in the extreme northwestern corner of the province of Kansu. Turfan, however, it was expressly stated, was not open to the residence of foreign merchants.

PORTS OPENED AFTER THE SECOND WAR WITH GREAT BRITAIN

After the second war with Great Britain (1860), in which France participated, eleven more ports in China were opened; four on the great Yangtze River and seven on or near the seacoast. The former were Hankow, Kiukiang, Nanking, and Chinkiang; the latter were Newchwang in Manchuria, Tientsin, the gateway to the capital, Chefoo in Shantung, Swatow at the eastern extremity of Kwangtung province, of which Canton is the capital, Kiungchow in the island of Hainan, and two ports in Formosa now in the possession of Japan. Nanking, being in the possession of the Taiping rebels, was not opened; its opening did not take place until 1899.

On February 21, 1875, Augustus R. Margary, a British consular officer, was murdered in the province of Yunnan, on the southwestern frontier of China, out of which unfortunate incident came the British treaty of 1876. This provided for the opening of four more cities: Ichang and Wuhu on the Yangtze, Wenchow on the eastern coast, and Pakhoi on the southern.

After the war of 1884 between France and China which led to the annexation of Tonkin to Indo-China, pressure was brought to bear to force the opening of three ports on the southwestern frontier: Lungchow in Kwangsi, Mengtsz and Szemao in Yunnan.

The delimitation of the boundary between British India and Tibet by the convention of December 5, 1893, was made an occasion for asking for the opening of Yatung in Tibet as a trade mart. The following year, on March 1, another convention was signed delimiting the boundary between Burma and China and providing for an open town on that frontier. The town chosen was Tengyueh in Yunnan.

During that year China was at war with Japan. The treaty of Shimo-

noseki opened four interior cities to foreign residence and trade: two on the Yangtze, Chungking and Shasi; and two on the Grand Canal, Hangchow and Soochow.

On February 4, 1897, the frontier of Yunnan and Burma was rectified so as to give additional areas to Burma, and three cities on the Sikiang, or West River, were opened: Wuchow in Kwangsi, Shamshui and Kongmoon in Kwangtung.

SEIZURE OF KIAOCHOW BAY BY THE GERMANS

The treaty of Shimonoseki of 1895 between China and Japan had ceded to the latter the southern part of Manchuria. To this Russia, who had fixed her eyes on Manchuria, decidedly objected, advising Japan for the sake of the peace of the Far East to return the territory to China. France and Germany supported Russia in this protest. The very next year Russia demanded and obtained from China by way of compensation for her good offices the right to construct a railway, the Chinese Eastern, across northern Manchuria. There is reason to believe that she also contemplated the lease of Kiaochow Bay. Her fleet wintered there in 1896-1897. But Germany also wanted compensation and in the summer of 1897 examined the coast of China with a view to leasing a port for a naval station. Unfortunately for China, in November, 1897, a band of outlaws attacked and looted a village in southwestern Shantung. Several persons were killed, among them two German missionaries who happened to be spending the night in that village. There was no anti-foreign movement in progress; it was merely by chance that these two Germans were in the village. A German fleet immediately visited Kiaochow Bay, landed a force of bluejackets, and seized the forts. After securing China's assent to the payment of a money compensation and to the dismissal of the governor of the province, Germany also demanded and obtained the lease for 99 years of the waters of Kiaochow Bay, the islands in the bay, and two small pieces of territory—one on either side of the entrance. She also obtained the right to build a railway from the port to the provincial capital together with certain mining rights and other economic privileges in the province of Shantung.²⁰ The lease included the town of Tsingtao, which has since become a beautiful city. Kiaochow Bay was dredged and is now the finest harbor in China north of the Yangtze.

LEASES OF TERRITORY TO OTHER EUROPEAN POWERS

If Russia was maneuvered out of Kiaochow, she soon obtained an equivalent in the lease of the Kwangtung peninsula of southern Manchuria, with its two harbors, Port Arthur and Dalny, and the right to construct a railway from these ports to Harbin on the Chinese Eastern Railway.²¹

²⁰ W. W. Rockhill: *Treaties and Conventions With or Concerning China and Korea, 1894-1904*, Washington, D. C., 1904, p. 45.

²¹ *Ibid.*, p. 50.

Great Britain, jealous of Russia, demanded and obtained the lease of Weihaiwei, on the northern coast of Shantung opposite Port Arthur, as well as an enlargement of her Hongkong colony by the lease of certain neighboring islands and the extension, also by lease, of the territory of Kowloon on the mainland.²² France also asked and was granted compensation in a lease of the bay of Kwangchow-wan,²³ with adjoining territory. These leases were all granted in 1898.

In January of that same year the British Government had offered to make to China directly and officially a loan of £12,000,000 to enable the latter to pay the balance of the indemnity due Japan for the retrocession of southern Manchuria. Russia and France objected strongly to a loan by a single power, and in the end the government loan had to be abandoned. China then negotiated for a larger loan from the Hongkong and Shanghai Banking Corporation in conjunction with the Deutsch-Asiatische Bank.²⁴ The rejection by China of a loan from the British Government, which had once been accepted, was an affront for which Great Britain demanded compensation. A part of this compensation was a promise by China to open the city of Nanning in Kwangsi and a port in Hunan, which was afterwards decided to be Yochow on the Yangtze at the entrance to Tungting Lake.²⁵

CHINA'S VOLUNTARY OPENING OF CERTAIN PORTS

The demand by European powers for leases of territory in various parts of China and the international scramble for loans and railway concessions led to talk of the partition of China and aroused a very bitter feeling in the breasts of the Chinese people. It was the immediate cause also of the proposal by Secretary of State Hay of the policy of the "open door" and the direct incitement to the anti-foreign movement, miscalled the "Boxer" rising. Another result of importance was the adoption by the Chinese Government of a policy of voluntarily opening desirable ports so that they might remain under Chinese control. In accordance with this policy three ports were opened by China in 1898: Chinwangtao, the winter port of Tientsin; Woosung, at the mouth of the Whangpoo, where it enters the Yangtze; and Santuao, in Fukien. Subsequently other cities were opened on the same basis, five of them in all: Tsinan, the capital of Shantung, with Weihsien and Chowtsun in the same province as subordinate to the Tsinan customs, in 1904; Haichow, on the coast of northern Kiangsu, in 1905; and Changteh, in the province of Hunan, in 1908.

OPENING OF PORTS AFTER THE RUSSO-JAPANESE WAR

It was in the year 1904 that war broke out between Russia and Japan,

²² *Ibid.*, p. 58 and 60.

²³ *Ibid.*, p. 55.

²⁴ Morse, *International Relations*, etc., Vol. 3, pp. 114-117.

²⁵ *Ibid.*, Vol. 3, p. 124.

fought almost wholly on Chinese territory. In anticipation of this the United States Government in its commercial treaty of 1903 secured the opening of Mukden and Antung in Manchuria. At the same time Japan in a similar treaty asked for the opening of Tatungkow at the mouth of the Yalu in Manchuria. After the treaty of peace with Russia had been signed in 1905 Japan by convention with China obtained a recognition of the former's succession to Russian rights in southern Manchuria and persuaded China to open 18 more places in northern and southern Manchuria: Manchouli, Hailar, Tsitsihar, Aigun, Sansing, Suifenhö, Harbin, Hunchun, Lungchingsun, Ninguta, Kirin, Changchun, Fakumen, Tungkiangtze, Tiehling, Hsinmintun, Liaoyang, Fenghwangcheng.

While Russia was busily engaged in the war with Japan Great Britain sent Younghusband to Lhasa and won thereby a privileged position in Tibet. The convention signed in 1904 was, with some modifications, ratified by China in 1906. In accordance with its stipulations two more towns were opened in Tibet: Gyantse and Gartok.

In 1909 Japan and China had a misunderstanding concerning the status of certain Korean settlers in the Chientao region of eastern Manchuria. After some negotiation the matter was adjusted, and three more towns in that part of Manchuria were opened: Chützechieh, Totaokow, and Paitsaokow.

In 1914 China was further persuaded by Japan to open the new port being constructed at the head of the Gulf of Chihli, Hulutao, and five places in the province of Chihli: Chihfeng, Dolon-nor, Kweihwacheng, Jehol, and Kalgan. The last-mentioned had long been open to Russians.

Among the "Twenty-one Demands" made upon China in 1915 by her neighbor were those for the opening of additional towns in Shantung and in eastern Inner Mongolia. Ten were selected in Shantung: Kiaochow, Lungkow, Tsingtao, Tehchow, Lintsingchow, Yangkiokow, Tsining, Yen-chow, Ichow, and Poshan. Eight were added for eastern Inner Mongolia: Lichüan, Kailuhsien, Hsiao Kulun, Linsi, Talai, Chinpeng, Pingchüan, and Wuchanghsien.

The opening of Wanhsien in Szechwan was provisionally granted in the British treaty of 1902, but the stipulations were not fulfilled and the right lapsed. Subsequently in 1917 the Chinese government opened the place upon its own initiative.

Thus there are not less than 107 cities and towns of China open to foreign residence and trade.

Survey of Foreign Trade of the Various Provinces and Cities

CANTON AND ITS TRIBUTARY PROVINCES, KWANGTUNG AND KWANGSI

Canton,²⁶ which for so many centuries held a monopoly of the foreign

²⁶ Population, 1917, 900,000; whole trade, Tls. 102,844,940; direct foreign trade, Tls. 77,868,466. The Haikwan tael in 1907 was worth U. S. \$1.03. Trade statistics here and elsewhere in this article refer only to the trade passing through the Maritime Customs.

trade, has yielded the scepter to Shanghai. Nevertheless, it must always continue to be a port of importance, since it is the heart of the great delta formed by the junction of the North, West, and East Rivers. It has a population of a million in round numbers and is the metropolis of Southern China. By the waterways of Kwangtung and Kwangsi it gathers to itself the greater part of the trade of the two provinces. Kowloon, opposite Hongkong, Lappa, the customs station of Macao, Samshui and Kongmoon in the delta, Wuchow on the West River, and Nanning and Lungchow, on the upper waters of that river, are all tributary to Canton. Nanning has recently taken the place of Kweilin as the capital of Kwangsi. Lungchow was opened because it was expected that the railway from Hanoi to Langson in French Indo-China would be extended to that city. This has not yet been done. Although the place is near the frontier, it is separated from Langson by lofty ranges of mountains. The city lies in the midst of magnificent scenery, but the broken character of the country, which contributes so much to its picturesqueness, discourages railway building. Roads suitable for motor cars, however, are under construction. The trade of Lungchow is negligible in quantity. The old factory sites of Canton were long ago abandoned. Since 1859 the foreign settlement has been located in two concessions, one British, the other French, on the island of Shameen.

Except in the Canton delta the two provinces, Kwangtung and Kwangsi, are for the most part very mountainous. Kwangsi is wild and sparsely inhabited. It is notorious for the disorderly character of its inhabitants, who are much given to brigandage. Two-thirds of them are but semi-civilized and belong to non-Chinese races: the Miao and the Shan. Kwangtung, on the other hand, is rather densely populated. A recent census²⁷ gives over 31,000,000, an average of 318 to the square mile. Over half of these are pure Chinese. Other races are represented, such as the Miao, the Yao, and the Tung-Chia, or cave dwellers. Both provinces lie partly within the tropics, but except in the narrow valleys of southern Kwangsi, where the heat is enervating, the climate is tempered by the cool, dry winds of winter. The Cantonese, therefore, are a hardy, enterprising people. The mineral resources of the two provinces are believed to be considerable but are very little developed. The agricultural products are varied. Sugar cane, rice, cotton, tobacco, and tea are among the most important. Silk and grass cloth are produced in considerable quantities, and these, together with matting, fans, cassia, and tea, are among the principal exports shipped from Canton.

OTHER PORTS OF KWANTUNG PROVINCE

Pakhoi, in the southwestern part of Kwangtung at the head of the Gulf of Tonkin, serves the portions of the two provinces that are not within easy

²⁷ L. Richard: *Comprehensive Geography of the Chinese Empire and Its Dependencies*, transl. by M. Kennelly, Shanghai, 1908, p. 202.

communication with Canton. Aniseed, aniseed oil, tin, and indigo are among its exports.

The island of Hainan is also a part of Kwangtung Province. Its one open port, Kiungchow,²⁸ trades chiefly with Hongkong. Its principal exports are sugar, pigs, poultry, and betel nuts. The island is mountainous and is occupied in the interior almost wholly by the aborigines, the Li, believed to be related to the Siamese.²⁹ About two millions of Chinese are in possession of the coast. The fauna and flora of the island are tropical in the main but not wholly so. There are large deer to be found there and also monkeys and venomous snakes. Coconuts, palms, and pineapples are abundant.³⁰

Kwangchow-wan, the port leased to France, is also in Kwangtung Province. It has a good harbor, but the entrance to the bay is difficult. The French Government, it appears, has done nothing to improve the port or develop the region to which it gives access; but French occupation of the port prevents its use by any one else who might make it a rival to Haiphong,³¹ the chief port of French Indo-China.

Swatow,³² in the eastern part of Kwangtung Province, serves a limited district in the valley of the Han River. A railway connects the port with the city of Chaochow, 30 miles distant. Its trade is of considerable value. The chief exports are tobacco and sugar. Large quantities of sugar are shipped to Hongkong for refining. The people of Swatow are very enterprising and are found engaged in trade in many parts of China. They are extremely clannish, and the guild³³ of Swatow absolutely controls the town. It is not only a chamber of commerce but a municipal council as well; and, not content with controlling its own port, it maintains direct connection with organizations of Swatow men in other cities and uses its influence to protect and promote the interests of fellow townsmen wherever they may be.

FUKIEN PROVINCE

Fukien, the province opposite the island of Formosa, has three open ports: Amoy,³⁴ Foochow,³⁵ and Santuao.³⁶ The province is one of the smallest but is densely peopled. With an area of 46,332 squares miles it claims a population of over 22,000,000. This density of population in a mountainous region compels emigration. It is estimated that as many as

²⁸ Population, 35,000; its port, Hoihow, adds 25,000; whole trade, 1917, Tls. 5,917,094.

²⁹ P. G. von Möllendorff: *Foreign Languages Spoken in China*, *China Mission Handbook*, 1896, p. 49.

³⁰ Richard: *Comprehensive Geography of the Chinese Empire*, p. 206.

³¹ H. B. Morse: *The Trade and Administration of China*, revised edit., London, 1913, pp. 268-269; *idem*, *International Relations*, etc., Vol. 3, p. 113.

³² Direct foreign trade in 1917, Tls. 23,319,723; whole trade, Tls. 51,900,351.

³³ H. B. Morse: *The Guilds of China*, London, 1909, pp. 53-57.

³⁴ Population, 300,000; whole trade in 1917, Tls. 14,602,519; direct foreign trade, Tls. 9,846,297.

³⁵ Population, 624,000; whole trade reported at customs in 1917, Tls. 15,223,269; direct foreign trade, Tls. 6,747,882.

³⁶ Population, 8,000; whole trade reported at customs in 1917, Tls. 2,502,562; direct foreign trade, Tls. 27,793.

200,000 men every year leave Amoy for the Philippines, the Straits Settlements, and other parts of the East Indies. The coast is deeply indented and has a number of fine harbors. The people are bold seamen, and many are engaged in fishing. Shut in as they are by the mountains, they preserve a dialect quite different from any other in China. Besides the Chinese, two aboriginal races inhabit the province: the Tung-chia and the Hsük'o. The latter are said to have brown hair.

The mineral resources of the province are believed to be important, but they are undeveloped. Japan claims Fukien to be within her sphere of interest and is unwilling that others should make investments there. Among the agricultural products are tea, rice, oranges, sugar, ginger, and camphor. Silk and paper are manufactured in large quantities, and Foochow in particular is noted for its lacquered ware. Tea is the principal article of export; but the trade has declined, partly owing to the growth of the demand for India teas but also because the opening of other ports on the coast and on the Yangtze has made it possible for the interior provinces to find easier routes to the sea. The mountain ranges are parallel to the coast, and this makes communication with the interior difficult. The ports therefore have not the importance that attached to them in the early days of foreign trade when the porcelains of Kiangsi were carried over the mountains to Marco Polo's Zayton.³⁷ This has been identified with the present Chüanchow, which once had an excellent harbor, now inaccessible because of sand bars. Amoy is close at hand and takes its place. Zayton, according to some authorities, gave us the word "satin."³⁸ But the manufacture of silks and satins for which that district was once noted seems to have declined. The foreign settlement at Amoy is on the island of Kulangsu in the harbor. The Japanese have been granted a site on the mainland for a separate settlement.

Foochow is situated on the picturesque Min River about 34 miles from its mouth. It cannot be reached by steamers, which are compelled to anchor nine miles below the city at Pagoda Anchorage, where also are found the arsenal and the government dockyards. Santuao has one of the finest harbors in the world, but it is shut in by mountains and serves a very small district, whose principal product is tea. The place was opened to prevent its being seized by some foreign power. The Chinese Government in 1913 was desirous of establishing a naval base there but met with opposition from Japan.

CHEKIANG PROVINCE

The province of Chekiang, which adjoins that of Fukien on the north, also has three open ports: Wenchow,³⁹ Ningpo,⁴⁰ and Hangchow.⁴¹ The

³⁷ Yule, *Marco Polo*, Vol. 2, p. 243.

³⁸ *Ibid.*, Vol. 2, p. 241.

³⁹ Population, 124,544; whole trade in 1917, Tls. 3,232,222; direct foreign trade, Tls. 11,846.

⁴⁰ Population, 470,000; whole trade in 1917, Tls. 25,107,523; direct foreign trade, Tls. 2,707,630.

⁴¹ Population, 684,137; whole trade in 1917, Tls. 21,020,832; direct foreign trade, Tls. 136,546.

province is the smallest in China. It contains 36,680 square miles and has between 11,000,000 and 12,000,000 inhabitants. The mountains of Fukien, known as the Tayü Ling, continue into this province and, crossing it from southwest to northeast, terminate in the sea, forming the Chusan Archipelago, opposite Ningpo.⁴² The province is thus divided into two nearly equal parts, whose fauna, flora, and population differ considerably. The southern part is mountainous, and its products, as well as the dialects and customs of the people, resemble those of Fukien. Wenchow serves this region. Situated on a river called the Ngo Chiang a few miles from the sea, it is a clean and beautiful port, with numerous canals, which have caused it to be likened to Venice.⁴³ But it is unimportant commercially. It was once a great tea port, but deterioration in the quality of the tea led to loss of trade.

The northern part of the province slopes into the great alluvial plain, the gift of the Yangtze River, which extends from Hangchow Bay to the northern part of Kiangsu Province and from Chinkiang to the sea. In this northern part of Chekiang we find dialects similar to those of the Yangtze region, and the pursuits of the people are identical with those of Kiangsu—the cultivation of rice and cotton and the production and manufacture of silk.

The principal exports of the province are silks, satins, rice, orange matting, fans, and furniture.

THE CITIES OF HANGCHOW AND NINGPO

Hangchow is the capital of the province and was once the capital of the nation. It is Marco Polo's Kinsay, which was but another way of saying "King-tzu" or "Capital."⁴⁴ It is coupled by the Chinese in a well-known proverb with Soochow as forming together the two most beautiful cities in the world.⁴⁵ The great city, with its interesting shops, its temples and mosques and pagodas, and its picturesque surroundings, particularly the Western Lake with its pleasure resorts, is an attractive place and before the ravages of the Taipings must have been even more beautiful than now.

It is the southern terminus of the Grand Canal and lies at the head of Hangchow Bay. It can never be a great seaport, however, because of the bore in the bay, which makes navigation too dangerous. The bore is due to three causes: (1) the funnel shape of the bay, 60 miles wide and of great depth at its mouth, narrow and shallow at its head; (2) the large area of sand flats at the head of the bay; and (3) the current of the Tsiengtang

⁴² Richard, *Comprehensive Geography of the Chinese Empire*, p. 228.

⁴³ Morse, *Trade and Administration of China*, p. 252.

⁴⁴ Yule, *Marco Polo*, Vol. 2, p. 149.

⁴⁵ The proverb, a couplet, has been translated:

"Above is heaven's blue;
Below are Hang and Soo."

River. The incoming tide meets the outgoing current of the river, and, seen at its best, the bore is a wall of water sometimes 19 feet in height traveling at the rate of 15 miles an hour.⁴⁶ Because of this obstruction to navigation the seaport of the district is Ningpo, near the mouth of the bay, on the Yung River about 15 miles from the sea.

Ningpo is the Liampo⁴⁷ of the sixteenth century and the Mingchou and Ch'ingyüan⁴⁸ of earlier times. Although there was a flourishing colony of Portuguese there in the sixteenth century, the reopening of the port in 1843 did not lead to the trade development expected. The British were in possession of the Chusan Archipelago at the entrance to Hangchow Bay from 1841 to 1846. Ningpo had every chance to become the commercial capital of China under such favoring conditions; but its guilds were illiberal in their attitude towards foreign trade, and the prize passed to Shanghai.⁴⁹ Today Ningpo is commercially a dependency of Shanghai, with which port daily communication is maintained by coasting steamers. A railway is to connect Ningpo with Hangchow. The latter city is already connected with Shanghai by railway as well as by canal and river.

KIANGSU PROVINCE AND THE SHANGHAI REGION

Kiangsu Province, which embraces most of the delta of the Yangtze, has six open ports: Shanghai, Woosung, Soochow, Chinkiang, Nanking, and Haichow.

Shanghai,⁵⁰ the commercial metropolis of China, is situated at the junction of the Hwangpu and Woosung Rivers, the latter now known as Soochow Creek. Some five hundred years ago these two streams were united by a canal which now is regarded as the main channel of the Hwangpu River. The west bank of this canal is the Bund, the principal street of the foreign settlement. From the foreign settlement to the mouth of the river the channel was originally that of the Woosung River, but this too is now considered a portion of the Hwangpu. The stream empties into the mouth of the Yangtze at the town of Woosung, some fourteen miles below Shanghai. The largest ocean-going steamships usually anchor at this point and do not ascend the river to Shanghai without lightering their cargoes. The Protocol of 1901, entered into after the "Boxer" troubles, provided that measures should be taken to improve the channel of the Hwangpu.⁵¹ By the straightening of the channel and by dredging operations navigation has been made much easier. There is now maintained at low water a depth of 24 feet on the inner bar.

⁴⁶ Commander Moore: *The Bore of the T sien-tang kiang (Hang-chau Bay)*, *Journ. North China Branch of the Royal Asiatic Soc.*, Vol. 23, N. S., 1888, pp. 185-247; reference on pp. 216 and 218.

⁴⁷ Yule, *Marco Polo*, Vol. 2, p. 239, note.

⁴⁸ Chau Ju-kua, pp. 18 and 20.

⁴⁹ Morse, *Trade and Administration of China*, p. 252.

⁵⁰ Population about 1,000,000, of whom 18,519 are foreigners (Japanese 7,169, British 4,822, Americans 1,307); foreign trade in 1917, Tls. 497,440,649.

⁵¹ The provisions of the Protocol were amended in 1905, and the work was begun in 1906.

The whole region about Shanghai, from the Grand Canal to the sea and between the Yangtze and Hangchow Bay, is a vast alluvial plain very little elevated above the level of the sea except where here and there a hill, once an island in this great delta of the Yangtze, lifts itself above the plain. This plain is intersected in all directions by numerous canals, which afford easy communication between the numerous cities and towns of the district and facilitate the transport to market of the products of the fertile soil and the manufactures of a skillful and industrious population.⁵² A sea wall protects the coast lands in many places. Every foot of ground appears to be utilized. The soil is of inexhaustible fertility. The principal field crops are rice and cotton. Mulberry orchards abound for the feeding of silkworms. The silk produced is of the very finest. The reeling, spinning, dyeing, and weaving of the silk give employment to millions and constitute one of the chief industries of this region. The fertile soil is not the only dependence of the farmer; the waters of the canals, lakes, and rivers are also made to contribute to his wealth. They are stocked with fish which are taken in nets or caught with cormorants, and the less frequented canals are planted with water chestnuts,⁵³ the lotus, and other aquatic plants.

SHANGHAI

Shanghai consists of three separate municipalities: the old native city, which dates from 242 B. C. and which, with its narrow ill-smelling streets, was until recently enclosed within its own walls; the French Concession, immediately to the north of the city and formerly separated from it by the moat; and the International Concession north of the French Concession. A few years ago the wall around the native city was removed, and the moat filled up. This made possible the construction of a boulevard around the old town. The French Concession was formerly separated from the International Concession by a creek, the Yangkingpang, which has since been converted into a covered sewer. These are great improvements, contributing much to the sightliness of the city and perhaps to its sanitary betterment, although Shanghai has always enjoyed a good reputation for healthfulness.⁵⁴ The three municipalities cover an area of ten or twelve square miles. The foreign settlements are well provided with good water, gas, and electricity; and the macadamized streets and suburban roads are kept in excellent condition. Railways connect the settlements with the port of Woosung and with Hangchow and Nanking. Daily communication is maintained by steamers with the towns on the Yangtze and scarcely less fre-

⁵² The Hwangpu, it is estimated, drains 12,000 square miles.

⁵³ The water chestnut is the *Scirpus tuberosus*. Both the seeds and the root of the lotus are eaten. The latter has been introduced into the United States under the name "tasheen."

⁵⁴ Recent statistics give the mortality of Shanghai as 15.4 per thousand. The thermometer ranges from 25° to 103° F. The mean temperature for a period of 8 years was 59.1° F. During the same period the average annual rainfall was 43.46 inches and the average number of rainy days 124.

quently with the ports on the coast. The flags of all maritime nations are seen on the shipping in the river, and a forest of masts along the wharves of the native city mark the landing place of junks from all parts of China.

OTHER PORTS OF KIANGSU PROVINCE

Soochow,⁵⁵ the sister city of Hangchow, is connected with Shanghai both by water and by rail. It is situated on the Grand Canal about 80 miles from Shanghai and close to the shore of the Great Lake. It is noted for its pagodas and for its manufacture of silk.

Chinkiang⁵⁶ is at the crossing of the Yangtze and the Grand Canal about 150 miles from the mouth of the great river, of which it is regarded as the gateway. Silver Island and Golden Island with their monasteries add to the beauty of the scenery there. The advantageous location of the port makes it a desirable place for the gathering and distribution of exports and imports.

Nanking⁵⁷ is a city of great historic interest, having several times been the capital of the old empire. It was for years the capital, too, of the Taiping rebels and more recently the first meeting place of the republican parliament. The city wall, which varies in height from 50 to 60 feet, encloses a larger area than that of Peking. It has a circuit of 24 miles. The ancient beauty of the place has been much marred by the destruction wrought by the Taipings and by more recent fighting, but the quiet roads that wind about among the grave-clad hills of the northern part of the city disclose many picturesque spots where Buddhist and Taoist abbeys and monasteries are hidden among the bamboo groves. The foreign settlement lies outside the walls, at Hsia-kwan, which is the steamer landing. The Shanghai-Nanking railway has its terminus there and connects by ferry with Pukow across the Yangtze, the southern terminus of the Tientsin-Pukow railway. The trade of Nanking is of no great importance, but its silk factories were once famous. It is today a great educational center and the seat of the provincial administration.

Haichow, as yet, has had no development as a port; but it was selected as the seaward terminal of the trunk line railway for which certain Belgian and French interests hold a contract and which is to connect the far northwest and Turkestan with the sea. The city lies in the northern part of the province near the Shantung boundary. The harbor is a poor one but is sheltered by Pearl Island and with dredging could probably be made suitable, but its proximity to Tsingtao and the proposed connection of that port with the railway just mentioned will likely make unnecessary so

⁵⁵ Population, 500,000; whole trade in 1917, Tls. 18,927,756; direct foreign trade, Tls. 24,101.

⁵⁶ Population, 168,309; whole trade in 1917, Tls. 18,014,171; direct foreign trade, Tls. 4,865,783.

⁵⁷ Population, 377,459; whole trade in 1917, Tls. 22,895,022; direct foreign trade, Tls. 4,360,029. Pukow, on the north shore of the Yangtze, opposite Nanking, is the terminus of the railway from Tientsin and should also be considered as an open port.

costly an undertaking. Shanghai, however, overshadows all other ports in Kiangsu.

Rice, cotton, and silk are among the principal products of the province; and its cotton piece goods, which in other days we knew as nankeen, were among our earliest imports from China. But Shanghai does not merely serve the province of Kiangsu. It is the port of entry and of shipment abroad for a great part of the trade of the whole country. The Yangtze ports in particular are tributary to the commerce of Shanghai.

THE MIDDLE YANGTZE VALLEY

The great Yangtze valley is the heart of China, its richest and most populous region. The Yangtze Kiang is formed by four rivers flowing through a province which from that circumstance gets its name, Szechwan (Four Rivers). It is the largest of all the provinces, containing 218,533 square miles, and is bounded on the west by the dependency of Tibet. Its population is variously estimated at from 40,000,000 to 70,000,000.

The chief port of the province is Chungking, situated on a rocky promontory at the confluence of the Kialing (also called "the Little River") with the Yangtze (known there as "the Great River"). It is a rich and busy city⁵⁸ with an estimated population of 300,000 to 600,000. The only other city in the province open to foreign residence is Wanhsien, about half-way between Chungking and Ichang.

Ichang, one of the open ports of Hupeh Province, is situated ten miles below the lower entrance to the gorges, about 350 miles down river from Chungking and 370 miles above Hankow; it used to be the head of steam navigation on the Yangtze. Above that port cargoes had to be carried in junks of about 25 tons' capacity. The junks were dragged slowly and painfully up the rapids by human labor. Three weeks was the least amount of time needed for the voyage of 350 miles, and a month was more often consumed. Recently, however, shallow-draft steamers have been built especially for this trade which are able to stem the swift current and which reduce the passage from Ichang to Chungking to days instead of weeks. Ichang⁵⁹ is still scarcely more than a port of transshipment. To Americans Ichang is of interest as the eastern terminus of the American section of the Hankow-Szechwan Railway⁶⁰ under construction as one of the Hukwang Railway lines. Its population is but 45,000.

A more important commercial mart is Shasi,⁶¹ about 100 miles farther down the river, also in Hupeh Province. Its river front is densely crowded for two or three miles with junks anchored side by side. Behind the port a network of canals and lakes affords communication in many directions

⁵⁸ Whole trade, Tls. 33,592,533; direct foreign trade, Tls. 912,764.

⁵⁹ Whole trade, Tls. 5,685,589; direct foreign trade, Tls. 246,271.

⁶⁰ See the note "A Proposed Railroad to Tap the Red Basin of Szechwan, China," with map, 1:5,700,000 in *Geogr. Rev.*, Vol. 7, 1919, pp. 184-186.—EDIT. NOTE.

⁶¹ Population, 105,000; whole trade, Tls. 4,422,849; direct foreign trade, Tls. 285,215.

through the triangular plain that lies between the Yangtze and the Han River and reaches to Hankow.

HANKOW

It is Hankow⁶² that is the chief port of the province of Hupeh and indeed the great commercial capital of central China. Hankow has been called the Chicago of China and not inappropriately so. The name means "the mouth of the Han." Lying at the junction of the Han with the Yangtze, it is separated by the Han from the city of Hanyang and by the Yangtze from Wuchang. Hanyang is the site of a government arsenal and of the iron furnaces and rolling mills of the Han-ye-ping Company; Wuchang is the provincial capital. The three cities together have a population of about 1,000,000. Ocean-going steamships are able to reach Hankow, 630 miles from the sea, except in seasons of very low water. Hankow is also destined to be a great railway center; a trunk line connects it with Peking, 754 miles to the northeast; and it is also the headquarters of the Hukwang Railways, which, when the war broke out, were being built by the "Four-Power Group." German interests have since been eliminated. Two main lines are being planned, one from Hankow westward into Szechwan and the other southward towards Canton. The latter will connect with the line being built northward from Canton by a Chinese company. There is at present a gap of about 280 miles between the two railheads. The iron for the blast furnaces at Hanyang is brought from the Tayeh mine about 70 miles down the river; the coal comes from the Pingsiang mines in Kiangsi Province near the border of Hunan, whence it was transported until recently by rail to the Siang River and then by boat to Hanyang. Now that the Hankow-Canton Railway has been completed to Siangtan and beyond, an all-rail route is available as far as Wuchang, just across the river from Hanyang. Hankow is also one of the principal tea markets of China. There are large tea-firing establishments there, where the tea is prepared for export, and presses for the manufacture of brick tea that is shipped to Russia. Other exports are pig iron, wood oil, cotton and cotton yarn, jute, hides, skins, furs, vegetable tallow, and tobacco. The pig iron is mostly shipped to Japan. The wood oil is imported in large quantities into the United States, for the manufacture of varnish. It is expressed from the nuts of the *Aleurites cordata*. The cotton yarn is manufactured in Wuchang, where the late Viceroy, Chang Chih-tung, built a modern cotton mill. Hankow is one of the ports afflicted with too many concessions. Five foreign governments have established settlements there, each with its own municipal organization: British, Russian, French, German, and Japanese. The Chinese Government, upon the declaration of war against

⁶² Whole trade for 1917 passing through the Maritime Customs, Tls. 170,730,067; direct foreign trade, Tls. 49,523,054.

Germany, seized and occupied the German Concession.

HUPEH AND HUNAN PROVINCES

Hupei means "North of the Lake"; Hunan means "South of the Lake." The lake to which reference is made is Tungting Lake, which is situated just inside the northern boundary of Hunan. These two provinces were formerly included in one administration known as the "Hukwang." The province of Hupei is mountainous in the northwest, but one-half of the province is a fertile plain. Hunan is wholly mountainous except in the vicinity of Tungting Lake. Hunan is rich in minerals, the most important of which are coal and antimony. In the southern part of the province the coal is anthracite, but further north are excellent deposits of bituminous. The largest deposits of antimony in the world are said to be found in this province. Other minerals are gold, silver, iron, copper, lead, and zinc; but there is very little mining by modern methods. Among the important exports are tea, coal, antimony, and wood. There are three open ports in the province: Changsha,⁶³ the capital, an important city of 250,000 inhabitants; Yochow, a small place of some 20,000 inhabitants, near the outlet of Tungting Lake; and Changteh, on the Yuan River, west of Tungting Lake, a city of about 150,000 inhabitants.

KIANGSI PROVINCE

One of the ancient overland routes from north to south passes through Hunan and crosses Cheling Pass into the province of Kwangtung. The Hankow-Canton Railway in the main follows this old road. But the route known as the "Ambassadors' Way" passes through the province of Kiangsi and crosses the range by Meiling Pass. This province, like its neighbor on the west, is mountainous; but Poyang Lake, connected with the Yangtze, in the northern part of the province and the Kan River, which flows into the lake from the south, furnish water communication for small steamers as far as the capital, Nanchang, and for smaller native boats as far as Nanan in the southern part. This is the province in which the celebrated Imperial Potteries are situated, no longer "Imperial" but still national property. In these potteries at Kingtehchen the finest porcelain in the world is made. The word "kaolin," by which we designate the material from which porcelain is made, is nothing more than the two Chinese words, "kao lin" (high ridge), the name of the hills from which the clay is obtained.

Kiukiang⁶⁴ is the only open port in the province, situated on the Yangtze River near the outlet of Poyang Lake. It is noted for its manufacture of fine silverware, its porcelain shops, and its tea factories. In the mountains

⁶³ Whole trade in 1917, Tls. 27,492,228; direct foreign trade, Tls. 1,358,882.

⁶⁴ Population, 36,000; whole trade in 1917, Tls. 41,936,034; direct foreign trade, Tls. 2,145,086.

not far away the foreign residents of central China have established a summer resort, called Kuling. A railway recently completed connects Kiukiang with the provincial capital, Nanchang.

Continuing our descent of the river, there is but one other open port that remains to be mentioned, Wuhu,⁶⁵ in the province of Anhwei. This is the great rice port of China. It is a rather unsightly town of about 137,000 inhabitants.

There are several other cities on the Yangtze at which foreign steamers are allowed to touch, but only to land or ship passengers and their baggage. This valley of the Yangtze comprises an area of 700,000 square miles and is inhabited by some 200,000,000 people. It is here that the foreign merchant finds his best market.

SHANTUNG

Between the mouths of the Yangtze Kiang and the Hwang Ho the promontory of Shantung lifts itself above the great plain and carries the coast line far out towards the east. The province to which the name Shantung is applied is mountainous in the eastern part but level in the western. It is the most densely populated province in China. It contains 56,000 square miles and 37,000,000 inhabitants. It is the holy land of the Chinese,⁶⁶ the birthplace and the burial place of their two greatest sages, Confucius and Mencius, and overshadowed by the sacred mountain, Tai Shan. The principal minerals are coal, iron, gold, and gypsum. There are also deposits of copper and lead. An American company is operating a gold mine in the province. Fourteen cities and towns in the province have been opened to foreign residence and trade, nine of them only since the presentation of the "Twenty-one Demands" by Japan in 1915. The oldest open port is Chefoo,⁶⁷ on the northern coast. It was once a port of some importance, and its beach attracted the foreign residents of China in the summer time. But the seizure of Kiaochow Bay by the Germans in 1897 and the development of Tsingtao⁶⁸ together with the construction of the Shantung Railway connecting Tsingtao with the provincial capital Tsinan, 254 miles inland, has drawn off a large share of the trade that formerly found an outlet at Chefoo. Tsingtao has a splendid, well-sheltered harbor, Chefoo an open roadstead. Tsingtao has rail connection with the interior, Chefoo is cut off by mountains from the hinterland. Efforts are being made by the people of Chefoo to overcome these handicaps by the building of a breakwater for the port and by the construction of a railway that will facilitate communication with inland cities. It is confronted now by another handicap scarcely less serious, the opening of Lungkow, a neighboring port, upon the demand of the Japanese, and the building of a

⁶⁵ Population, 108,610; whole trade, Tls. 19,447,194; direct foreign trade, Tls. 1,553,393.

⁶⁶ See the article "Shantung," *Journ. of Geogr.*, Vol. 18, 1919, pp. 312-316.—EDIT. NOTE.

⁶⁷ Population, 54,450; whole trade in 1917, Tls. 32,233,419; direct foreign trade, Tls. 12,722,356.

⁶⁸ Population, 77,052; whole trade, Tls. 57,782,991; direct foreign trade, Tls. 34,723,973.

railway from this new port to connect with the Shantung Railway, now also under their control.

JAPAN'S ESTABLISHMENT OF A FOOTHOLD IN SHANTUNG

In August, 1914, as is well known, Japan presented an ultimatum to Germany, demanding the surrender of the German leased territory of Kiaochow, to be handed back "eventually" to China. No response having been made by Germany, in September Japan invaded the province of Shantung from the port of Lungkow on the northern shore, a hundred miles from the nearest point in the leased territory, in utter disregard of China's rights as a neutral and in spite of China's protests. Great Britain found no difficulty in landing her forces in the leased territory. China, finding her protests unavailing, declared a zone of belligerency, extending a hundred miles west of the boundary of the leased territory. But Japan disregarded this also. After marching across neutral territory, seizing telegraphs and post offices, billeting her troops upon the unwilling Chinese peasants and killing those who resisted, she seized the Shantung Railway; but, instead of confining her operations to the belligerent zone and turning her face towards Tsingtao, she marched westwards to Tsinan and took possession of the whole line. After the surrender of Tsingtao she established civil government at various points along the line, in places far from the leased territory. This, of course, was a violation of China's sovereign rights. After the capture of Tsingtao, there being no further need of military operations in Shantung, China abolished the zone of belligerency and requested Japan to withdraw her troops to the vicinity of the leased territory, where alone they had any right to be.

JAPAN'S "TWENTY-ONE DEMANDS" ON CHINA

Japan claimed that this was an unfriendly act and presented the notorious "Twenty-one Demands." Under dire threats she warned China to keep them secret and gave out to the foreign powers that there were but eleven demands, concealing in this way the most offensive. After months of negotiation and after having landed in China two additional divisions of troops, Japan issued an ultimatum. As usual, China was unprepared and had to yield to the greater part of the demands. Among other things the demands included one to the effect that China should give assent to any arrangement which Japan might make with Germany as to the disposition of her former rights in Shantung. In an exchange of notes annexed to the convention Japan agreed that, when she should obtain the free disposition of the leased territory, she would return it (but not the railway, mines, or other economic rights) to China upon condition that Japan have a concession under her exclusive jurisdiction at some place within the leased territory. Other conditions were that the whole of

Kiaochow Bay was to be opened as a commercial port, an international concession to be established if desired by other foreign powers, and the disposition of German properties to be arranged by China and Japan by mutual agreement before the restoration.

This is the promise which Japan has repeatedly said since the Peace Conference she means to keep. To the careless observer it reads as though something of worth were to be returned to China. But, if carried out as expressed in this agreement, it means merely that in exchange for a lease which still has 78 years to run Japan will receive a perpetual lease to the only part of the leased territory that is worth anything, i. e. to the city and port of Tsingtao—a concession under her exclusive jurisdiction. In addition to this the Shantung clause of the treaty gives her the properties of Germany, concerning which she was to arrange with China after the Peace Conference.

THE SHANTUNG RAILWAY

In September, 1918, the Chinese Government, in order to get rid of the civil government established by Japan along the Shantung Railway outside the leased territory, agreed in a convention with Japan to have the railway converted into a Sino-Japanese enterprise. It was stipulated that the railway should be policed by Chinese under the direction of Japanese “instructors” (euphemism for “officers”). At the same time in another convention China agreed in return for a loan to grant to Japan the option formerly held by Germany on the extension of the Shantung Railway westward and the construction of a branch line that will connect Tsingtao with the great trunk line railway that is being built from the coast into north-western China, where it is expected eventually to be extended to meet the Russian Central Asian Railway. Under the administration of Germany Kiaochow Bay became the finest harbor in northern China, and these projected rail connections will make it the most available outlet for the trade of northern and western China. At present the principal exports from Tsingtao and Chefoo are pongee, straw braid, bean oil, and peanut oil.

CHIHLI PROVINCE

North of Shantung lies the metropolitan province, Chihli, in which Peking,⁶⁹ the national capital, is situated. Peking is not an open city and therefore does not properly call for description in this paper. But large numbers of Europeans, Americans, and Japanese are living there, some of them for purposes of trade. They are there by sufferance, however, and not by right, except that the tolerance may be said to have created a prescriptive right.

⁶⁹ Population about 700,000.

The province of Chihli has seven open cities, the most important of which is Tientsin, the port for the capital. It is situated at the junction of four rivers: the Pei Ho, the Hun Ho, the Puto Ho, and the Laochang Ho, which together form the Hai Ho, emptying into the Gulf of Chihli at Taku 35 miles below Tientsin. The Grand Canal at Tientsin enters the Pei Ho, by which stream in olden times communication was had with Tungchow and Peking. A canal connects Tungchow with the capital. Now the journey from Tientsin to Peking, 84 miles distant, can be made by rail in three hours. This railway, the Peking-Mukden line, connects Tientsin also with the coal mines at Tangshan, about 80 miles to the northeast, and with Chinwangtao, 160 miles in the same direction near the terminus of the Great Wall. Chinwangtao is the winter port of Tientsin. When the Hai Ho is frozen steamers can still go alongside the pier at Chinwangtao. The Hai Ho had become so badly choked with silt by 1900 that the Protocol of 1901 provided for the organization of a conservancy board, which has since greatly improved the channel and by dredging increased the depth of water on the Taku bar. It was here, in the attack of the British and French upon the Taku forts in 1859, that the American Commodore Tattnall excused his violation of international law, the towing of boatloads of British marines into action, by declaring that "blood is thicker than water."

TIENTSIN

Tientsin,⁷⁰ however, no longer depends wholly upon water for communication with the outside world; it is connected by rail with Pukow, on the Yangtze opposite Nanking, 674 miles south, and via Tsinan with Kiaochow, 500 miles to the southeast. As a punishment for its part in the "Boxer" rising, Tientsin was deprived of its city wall, but it has been greatly benefited thereby. A wide boulevard with an electric street-car line has taken its place. Before the world war there were nine municipal governments functioning at Tientsin: that of the Chinese, with jurisdiction over the native city, and those of eight foreign governments, each presiding over its own settlement. These powers were Great Britain, France, Germany, Japan, Austria, Italy, Russia, and Belgium. After China entered the war the Chinese Government seized and occupied the Austrian and German concessions. Tientsin lies below the level of the sea at high tide but is protected by dykes. The floods of 1917 swept over these embankments and covered the city and settlements to the depth of several feet in places.

Tientsin is the headquarters of the Changlu salt district, from which great quantities of salt are distributed by the gabelle throughout northern China. The salt is evaporated by exposure of the brine to the sun in shallow vats in the plain. The sea water is pumped by windmills whose sails,

⁷⁰ Whole trade in 1917, Tls. 142,360,661; direct foreign trade, Tls. 70,887,522.

moving horizontally around a vertical shaft, present an odd appearance to the traveler.

When there were no railways Tientsin was the starting point of the caravans that conducted overland trade with Russia via Kalgan, Urga, and Kiakhta, as well as those that trafficked with Central Asia. This trade still has importance but only in so far as Mongolia and Chinese Turkestan are concerned. The through shipments to and from Russia find a more expeditious route over the Trans-Siberian Railway, which is reached by the Peking-Mukden and South Manchuria Railways.

The principal products of Mongolia, Turkestan, and northern China that find export at Tientsin are hides, hair, sheepskins, goatskins, wool, camels' hair, hemp, jute, cottonseed, rapeseed, linseed, beans, vegetable oils, salt, and the rugs for which Tientsin and Peking are celebrated. Coal is an item of increasing importance, and other articles of interest to American trade are rhubarb and licorice root.

MANCHURIA

Manchuria,⁷¹ the old kingdom of the Manchus before they conquered China, is commonly known among the Chinese as the "Three Eastern Provinces." These three provinces are (1) Heilungkiang (Black Dragon River), i. e. the Amur, (2) Kirin (Lucky Forest), and (3) Shengking (Prosperous Capital), the name also of the old capital of the kingdom. The area of the three provinces is 363,700 square miles. The population is perhaps 10,000,000 or 12,000,000. This is very unevenly distributed, three-fourths or more being found in the southern province, Shengking. The Manchus form a very small part of the population. Japanese immigrants are coming in in considerable numbers, but they do not amount to 100,000. The middle province, Kirin, is thinly populated, and the northern still more sparsely settled. The northern half of Manchuria is drained by the Sungari, its tributary the Nonni, by the Amur, and the Ussuri, all of which are navigable for hundreds of miles: the Amur for 450 miles by steamers drawing 12 feet of water and for 1,500 miles by boats drawing 4 feet; the Sungari as far as Kirin, about 600 miles from its mouth, and the Nonni for 150 miles beyond its junction with the Sungari. The southern half of the dominion is drained on the west by the Liao and on the east by the Yalu. The former is navigable for steamers as far as Newchwang, about 30 miles from its mouth, but for native boats throughout its whole course in Manchuria. The Yalu, which forms the boundary between Manchuria and Korea, is navigable in its lower course.

The whole of the three provinces is mountainous except the plains that are watered by the Sungari and the Liao. Much of the country has been

⁷¹ Richard, *Comprehensive Geography of the Chinese Empire*, Book II, Chapter 1 (pp. 486-508); Alexander Hosie: *Manchuria: Its People, Resources, and Recent History*, London, 1901.

very little explored. A large part of the soil has never been cultivated. In the north are extensive forests. In some parts there are stretches of pasture land. Where the soil is cultivated it is very fertile. The agricultural products are wheat, dura, the soy bean, millet, tobacco, hemp, and peas, and in the south rice and cotton also. A fine quality of pongee is produced also. This is manufactured from wild silk, as it is called, i. e. silk from worms that feed upon oak leaves. Beans, bean oil, and bean cake with the pongee make up a good part of the exports. Other articles of importance are furs and skins. The country is rich in minerals: gold, silver, coal, and iron. Copper and lead also are found. Mining is as yet little developed except that certain gold mines are worked by Chinese in the north, and coal mines by the Japanese along the South Manchuria and Mukden-Antung Railways.

MANCHURIAN RAILWAYS

There are two systems of railways in Manchuria. In the north the Chinese Eastern, constructed by Russians and leased to a Russian company, crosses from west to east, forming in fact a section of the great Trans-Siberian line. From Harbin on the line a branch extends to the south as far as Kwangchengtze (Changchun), where it connects with the Japanese system. But the Russian lines are of the broad gauge, while the Japanese railways have the standard gauge. This makes necessary a transshipment of passengers and freight at Kwangchengtze. The Russians have also the right to build northwards from Harbin to the Amur. The Japanese main line, the South Manchuria Railway, connects at Kwangchengtze with a branch line to Kirin and at Mukden with the Chinese line to Peking and with the Japanese Mukden-Antung Railway, which joins the Korean railway over the bridge at Antung spanning the Yalu River. The South Manchuria line has a number of small branches, and there is under construction an important branch via Chengchiatun to Taonanfu.

In this great region with its fertile soil, temperate climate, and wonderful mineral resources, a country which is still for the most part undeveloped and but sparsely settled, there are 29 open cities and towns in the Three Eastern Provinces, to which should be added 8 others in eastern Inner Mongolia, which geographically may be considered as belonging to the same region. Few of these, however, deserve special notice.

NEUHWANG AND DAIREN

Newchwang⁷² has been opened longer than any other. For many years it was the only open port in Manchuria. It is situated on the Liao River about 30 miles above its mouth. The port is located about ten miles below the city at the village of Yingkow. Prior to the Russo-Japanese war Newchwang ranked fifth among the treaty ports in the value of its trade. But,

⁷² Population, 56,683; whole trade in 1917, Tls. 28,829,499; direct foreign trade, Tls. 7,883,798.

since that war gave Japan possession of Port Arthur and Dalny and led to the opening of many other towns in Manchuria, the importance of Newchwang has greatly declined. The development of the leased territory of Kwantung and the encouragement given to shipment over the South Manchuria Railway through Dalny (now Dairen) has placed Newchwang under a handicap. The improvement of the Liao River, which affords cheap water transportation into the interior, will lessen this handicap in some degree. This work has already been undertaken.

Dairen with its magnificent harbor is the principal port in the Japanese leased territory of Kwantung. During the world war its trade increased enormously by reason of the shipments by that route into Siberia. In 1917 it ranked second among the open ports of China.⁷³

OTHER PORTS IN MANCHURIA

Since the completion of the bridge over the Yalu River has given Japan the right to claim a reduction of duties on imports over a land frontier, in accordance with the precedent of Russo-Chinese overland trade, the importance of Antung has considerably increased. Antung is situated but 15 miles from the mouth of the Yalu, and vessels drawing from 8 to 10 feet of water can come up to its wharves. The Yalu lumber trade is an important one. There are also valuable mineral deposits in the vicinity, mostly undeveloped, among which American consular reports mention asbestos. Antung is distant 188 miles by rail from Mukden.

Mukden is more important politically than commercially, since it is the capital of the governor general; but, as intimated above, it is also an important railway center. To the traveler it is of interest as the site of the old Manchu palace and the tombs of early emperors of that dynasty.

A little-known region of Manchuria is the Yenchi district of Kirin Province on the Korean frontier in the valley of the Tumen River. It was practically uninhabited until 1886. Koreans began to immigrate into the district about that time but without the consent of China until 1892. There are now nearly 100,000 of them in western Yenchi. It is a region of fertile valleys separated by lofty ranges, with an excellent climate and undeveloped mineral resources. It is still very sparsely settled. There are five open towns in this district. The opening of Hunchun was provided for in the treaty of 1905 between China and Japan, and in 1909 four other towns were opened; Lungchingsun, Chützechieh, Totaokow, and Paitsaokow. Chützechieh, a town of 3,000 inhabitants, is the principal place in the region. The *taotai* moved his official residence from Hunchun to Chützechieh in 1910.

Lungchingsun,⁷⁴ on a branch of the Tumen River, is more favorably

⁷³ Whole trade, Tls. 135,945,180; direct foreign trade, Tls. 109,850,088.

⁷⁴ Population, 650; whole trade in 1917, Tls. 1,281,113.

situated than the others for trade with Korea. It is but 26 miles from the frontier but is separated by a range of mountains over which the traffic must pass. But at the frontier it connects by rail with the Korean port of Seishin. A railway is planned from Kirin to this region, a distance of 320 miles.

Kirin, capital of the province of the same name, is a city of 100,000 inhabitants and has some commercial importance. Its exports are tobacco, timber, and furs.

Harbin⁷⁵ is composed of three towns: the old Chinese city, the port on the Sungari, and the new settlement at the railway station, which is really a Russian city on Chinese territory. There are some large flour mills there, but trade has been much injured by the abolition in recent years of the free trade zone on the Russian side of the frontier.

CLASSIFICATION OF CHINESE OPEN PORTS

The open ports of China may be divided into five classes. In the first class are included those cities at which no area is set aside for the creation of a foreign settlement. Such a port is Chefoo.

The second class comprises those in which concessions in the nature of perpetual leases of land have been granted to one or more powers for the establishment of a settlement under the control of the lessee power, which issues deeds to the land renters but also pays a stipulated annual rent to China in recognition of Chinese sovereignty. In these concessions the police powers are exercised by the lessee. In some a municipal council is elected by those paying taxes of a certain amount, but all acts of the council must be approved by the consul of the lessee government. In other national settlements there is no council whatever; the control is exercised by the consul alone. Tientsin and Hankow are examples of this sort.

The third class embraces those ports where there have been created international settlements governed by the foreign residents themselves, who elect a municipal council that exercises the usual powers of such bodies. Shanghai and Amoy are ports of this sort. One objectionable feature at Shanghai is the exercise by absentee landlords of the right of suffrage. This is done by proxy, one person at times holding ten or a dozen proxies.

In the fourth class are placed those cities which have been opened by China upon her own initiative and with regulations adopted by her own government. At these ports there is usually established a quarter for the residence of foreigners, but the municipal government is Chinese. Such are Tsinan and Changsha.

In all the four classes mentioned the foreign resident is under the jurisdiction and protection of his own government, represented by the consul.

⁷⁵ Population, 28,600; whole trade of the district (3 ports) in 1917, Tls. 39,500,000.

The fifth class includes the open ports in territories that have been leased for a term of years to a foreign power. In these ports the lessee power exercises sovereignty during the continuance of the lease. At the same time the Chinese customs functions at the port and collects duties on all imports going from the free area into China and on all exports coming from China into the free area but pays a proportion of the revenues thus derived to the lessee power for municipal expenses. Kiaochow leased territory is of this sort, and Tsingtao is a port in that territory where such procedure obtains. In such ports there is no exercise by any consul of extraterritorial jurisdiction. He is accredited to the lessee power, and his nationals are amenable to its jurisdiction.

THE REMEDY FOR THE ANOMALOUS POLITICAL CONDITIONS IN CHINESE OPEN PORTS

The creation of open ports in China in the first instance was due to the Chinese desire to segregate the foreign residents so as to keep them under control. When the exercise of extraterritoriality was established by the treaties negotiated after the first war with Great Britain the limitation of foreign residence to certain ports was a natural corollary, for it would be extremely difficult for a consul to exercise jurisdiction over his nationals if they were allowed to live and transact business at will in any part of the vast territory of China. The recent wholesale opening of inland towns and villages in certain provinces is a striking departure from the earlier practice. It seems to betray on the part of the power concerned a deliberate intention to settle its subjects in all parts of these provinces. Apparently there is a desire to obtain political rather than commercial advantages. The methods employed by this power in the past show that it does not hesitate to avail itself of any pretext for interference with local authorities, even to the extent of attempting to exercise police jurisdiction over Chinese citizens outside of foreign settlements in direct violation of Chinese sovereignty.

The cure for this anomalous condition of affairs would seem to be the surrender by foreign powers of the right of extraterritoriality and the opening by China of the whole country to foreign residence. It is not practicable to do this immediately, but it is possible to accomplish it gradually. China has already revised her codes and is establishing modern courts as rapidly as men can be trained for the judiciary. It is worth considering whether it may not be wise for the foreign powers to hasten this process by some such method as is being employed in Siam, where certain powers have agreed to place their nationals under the jurisdiction of certain courts provided with foreign advisers and subsequently to place them under the jurisdiction of the ordinary courts, the latter to function just as soon as the required codes are promulgated.